



THE CORPORATION OF THE TOWN OF OAKVILLE

*\*PRELIMINARY DRAFT\* 2017-05-15*

**BY-LAW NUMBER 2017-\_\_**

Official Plan Amendment No. \_\_

A by-law to adopt an amendment to the Livable  
Oakville Plan,  
(Town of Oakville, Urban Structure, File: 42.15.52)

**WHEREAS** the Livable Oakville Plan (2009 Town of Oakville Official Plan), which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

**WHEREAS** subsection 21(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

**WHEREAS** it is deemed necessary to pass an amendment to the Livable Oakville Plan to provide for revised town-wide urban structure policies and schedules.

**COUNCIL ENACTS AS FOLLOWS:**

1. The attached Amendment Number \_\_ to the Livable Oakville Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number \_\_ to the Livable Oakville Plan.

PASSED this \_\_ day of \_\_\_\_\_, 2017

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

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**Official Plan Amendment Number \_\_  
to the Town of Oakville's Livable Oakville Plan**

**Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number \_\_ to the Livable Oakville Plan.

**Part 1 – Preamble**

**A. Purpose**

The purpose of this amendment is to incorporate into the Livable Oakville Plan modifications to the text and schedules in order to provide for a town-wide urban structure.

This amendment applies to all lands within the Town of Oakville municipal boundary, including:

- the lands subject to the Livable Oakville Plan, south of Dundas Street and north of Hwy 407; and,
- the lands under the North Oakville East Secondary Plan and the North Oakville West Secondary Plan that are located north of Dundas Street and south of Hwy 407 (the North Oakville Secondary Plans).

**B. Background**

- Council adopted the Livable Oakville plan on June 22, 2009 pursuant to section 17 of the *Planning Act*, as an official plan applicable to lands south of Dundas Street and north of Hwy 407. Halton Region then approved the Livable Oakville Plan, with modifications, on November 30, 2009, as it was deemed to conform to the Growth Plan, to be consistent with the Provincial Policy Statement, 2005, and to conform to the Region of Halton Official Plan, as amended, including what was, at the time, proposed ROPA 38. Several parties appealed that regional approval decision.
- Following the resolution of a majority of the appeals, the Ontario Municipal Board approved the Livable Oakville Plan with further modifications on May 10, 2011.

- Throughout 2012, the Board approved additional modifications to resolve outstanding site-specific appeals.
- The Livable Oakville Plan is in force except for five outstanding site-specific appeals, two to the Livable Oakville Plan (OMB Case No. PL100058) and three to OPA 4 (OMB Case No. PL140317).

### **C. Basis**

- Section 26 of the *Planning Act* requires municipalities to review their official plans every five years. On February 10, 2014, Planning & Development Council received staff report PD- 021-14 entitled Long Range Planning Work Program. This report signaled the commencement of the five-year Official Plan Review for the Town of Oakville.
- The town's five-year Official Plan Review was initiated on May 11, 2015 when Planning & Development Council received staff report PD-011-15 entitled *Official Plan Review – Special Public Meeting* dated April 20, 2015.
- Town Council identified the Urban Structure Review on February 1, 2016 as a town-wide land use planning policy study required to review the town's urban structure and policies established by the Livable Oakville Plan and the North Oakville Secondary Plans.
- The Urban Structure Review study was initiated on February 16, 2016 when the Livable Oakville (Official Plan) Council Sub-Committee received the report entitled Urban Structure Review dated February 9, 2016. The study is a component of the ongoing five-year Official Plan Review.
- The proposed Official Plan Amendment is in accordance with the direction given by Town Council, as it comprises the implementation of the draft preferred urban structure and policy directions recommended by the Urban Structure Review.
- It is anticipated that future amendments will be brought forward to implement the results of other town-wide studies that are part of the five-year Official Plan Review as well as to address conformity with the regional Official Plan and provincial land use plans.
- The statutory public meeting on the proposed Official Plan Amendment was held on \_\_\_\_, 2017.
- The recommendation report meeting was held on \_\_\_\_, 2017.

- Notification of the statutory public meeting and recommendation report meeting was given to the agencies and public bodies prescribed by the *Planning Act* and published in the local newspaper.
- The proposed Official Plan Amendment was made available at Town Hall in the Planning Services department and posted to the town's website (www.oakville.ca) for the prescribed period in accordance with the *Planning Act* prior to consideration by Council.

## **Part 2 – The Amendment**

### **A. Text Changes**

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table.

Item No.	Section	Description of Change
1	Section 3. Urban Structure	<i>Replace Section 3, Urban Structure in its entirety as shown in Appendix A.</i>
2	Section 28. Implementation	<i>Insert a new Section 28.1 and 28.2 as shown in Appendix B and renumber the remainder of the section accordingly.</i>
3	Section 29. Interpretation	<p><i>Insert into Section 29.5 the following defined terms in the appropriate alphabetical order:</i></p> <p><i>Mobility Links:</i> are thoroughfares that serve as local service/inter-municipal transportation connections, which provide access to important inter-municipal destinations.</p> <p><i>Transit priority corridor:</i> a thoroughfare that has or is planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations including <i>urban growth centres</i>, mobility hubs, <i>employment areas</i>, <i>major transit station areas</i> and abutting municipal connections. <i>Transit priority corridors</i> provide a focus for transit-supportive development.</p> <p><i>Scenic corridor:</i> a thoroughfare containing roads and associated features that are recognized for their scenic value and for their related natural and cultural heritage features.</p>

## B. Schedule Changes

The amendment includes the changes to the schedules of the Livable Oakville Plan listed in the following table.

Item No.	Section	Description of Change
4	Schedule A1, Urban Structure	<i>Replace Schedule A1, Urban Structure in its entirety as shown in Appendix C.</i>

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## APPENDIX A

### Changes to the Text of the Livable Oakville Plan

#### *“Preserving and Creating a Livable Town*

### 3. URBAN STRUCTURE

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville’s *character* and form. The urban structure provides for the long term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors. The Town’s urban structure is comprehensive and provides certainty to guide major *infrastructure* investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

The Town’s urban structure has been shaped by the shoreline of Lake Ontario, its environmental features, historic routes and original settlements. The lake, together with Sixteen Mile Creek, Bronte Creek and other tributaries, provided for the original harbours and their associated commercial centres, resources, trade and manufacturing industries. The lake, creek valleys and tributaries have been used as traveling routes for centuries and today form a network of green connections across the town.

Historic routes include Dundas Street, one of Ontario’s earliest military and colonization roads, Lakeshore Road and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, have contributed to Oakville’s existing *development* pattern.

The Town is a growing and attractive destination for businesses and residents. This appeal comes from a high quality of life and from its location within the *Greater Golden Horseshoe* and southern Ontario. The range of available lifestyle choices will continue to make the Town a place to which residents and businesses feel a sense of pride and connection.

The Town’s urban structure protects natural heritage, open space and cultural heritage and maintains the character of residential areas while directing growth to an identified system of nodes and corridors. The urban structure consists of a

number of distinct and interconnected elements shown on Schedule A1, Urban Structure.

### **3.1 Natural Heritage System**

The Natural Heritage System recognizes a linked system of natural areas including natural features, *hazard lands*, buffers and linkages. It is intended that these natural areas be protected from *development* and preserved for the long term in order to promote sustainability and contribute to the quality of life in the Town.

### **3.2 Parkway Belt and Greenbelt**

The Parkway Belt and the Greenbelt are areas within the Town where development is limited in accordance with Provincial policy. Lands in the Parkway Belt in Oakville are primarily designed to provide a linked system of open space and recreational facilities. Lands in the Greenbelt are part of a broad area of land that is permanently protected, primarily for the purpose of protecting the natural heritage and water resource systems within.

### **3.3 Urban River Valleys**

Urban River Valley areas recognize and protect key enhanced river valley corridors and their role as major connections between the Greenbelt and Lake Ontario.

### **3.4 Waterfront Enhancement Areas**

Waterfront Enhancement Areas recognize the Town's waterfront and its important contribution to environmental protection and the provision of recreational opportunities.

### **3.5 Parks, Open Space and Cemeteries**

Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town's *character* and quality of life, as well as contributing to sustainability.

### **3.6 Nodes and Corridors**

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.



Midtown Oakville is identified as an *Urban Growth Centre* in the *Growth Plan* and is planned to accommodate a significant portion of Oakville and Halton's required intensification.

The remaining Nodes and Corridors each have a unique existing and planned *character*, scale and potential to accommodate growth.

Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.

They are recognized in the urban structure as Main Street Areas for their distinctive *character* and are intended to accommodate lesser amounts of intensification.

This Plan, along with the North Oakville Plans, provide detailed policies for the *development* of the identified Nodes and Corridors.

Future review and study of the identified additional and expanded Nodes and Corridors shall provide updated and new policies to establish boundaries, the mix of land uses and the intensity and scale of *development*.

### **3.7 Employment Areas**

*Employment Areas* provide for a mix of employment uses including manufacturing, warehousing, offices, and associated retail and ancillary facilities. The *Employment Areas* are generally located along the provincial highways including the QEW, the 403 and the 407. The Employment Mixed Use Corridor along Speers Road and Cornwall Road is identified for its mix of non-traditional employment *development*.

It is anticipated that *development* in the *Employment Areas* shall continue to reflect an evolving macro-economy premised on decreased industrial and manufacturing growth and increased demand in the office sector. *Employment Areas* shall be planned to accommodate a more compact, *transit-supportive* and pedestrian-oriented environment, with a range of employment-supportive amenities.

### **3.8 Major Commercial Areas**

Major Commercial Areas provide concentrations of commercial facilities serving a broader area within the region. These areas are located at the intersection of major arterial roads with proximity to highway access.

### **3.9 Residential Areas**

Residential Areas include low, medium and high density residential uses as well as a range of compatible facilities such as schools, places of worship, recreational and commercial uses that serve the residents of the Town.

*Development* in the Residential Areas is to be limited and is intended to maintain the *character* of those communities. The *character* of the Residential Areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open space areas.

### **3.10 Cultural Heritage Resources**

The Town has a long tradition of identifying and conserving *cultural heritage resources*, and is required to do so under the policies of the Provincial Policy Statement. Individually designated *cultural heritage resources* are important features of the Town but due to their scale are not identifiable on the urban structure.

Heritage Conservation Districts and *Cultural Heritage Landscapes* are identified as elements of the urban structure to recognize their importance.

As additional Heritage Conservation Districts and *Cultural Heritage Landscapes* are identified and designated, they shall be added to Schedule A1, Urban Structure.

### **3.11 Major Transportation Corridors, Railway Line and Utility Corridors**

The future of transportation is based on the principle of “mobility-as-a-service” and a focus on a *multi-modal* transportation system. Major Transportation Corridors as well as Proposed Major Transportation Corridors are identified in the urban structure as the foundation of the Town’s *multi-modal* transportation system. These major elements include arterial roads and major collector roads.

The Railway Line, Utility Corridor and Provincial Highways are also identified in Town’s urban structure in support of the transportation system.

The function of this transportation system is to provide connectivity locally, between the Town’s Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of *multi-modal* facilities.

### **3.12 Transit Priority Corridors and Mobility Links**

*Transit Priority Corridors* and *Mobility Links* are identified in a town-wide grid network that is key to connecting people via transit throughout the region as well

as to local destinations including nodes, mobility hubs, *major transit station areas* and *employment areas*.

*Transit priority corridors* provide a focus for *transit-supportive* development.

### **3.13 Major Active Transportation Connections**

Major Active Transportation Connections are recognized as an element of the urban structure and an essential component of the transportation system to provide for sustainable and viable transportation choices as alternatives to the car.

### **3.14 Scenic Corridor**

*Scenic Corridors* are recognized for their scenic value and for their natural and cultural heritage features. These important features need to be maintained or restored since they add value and contribute to the Town's *character*.

### **3.15 Major Transit Station, Regional Transit Node and Proposed Transit Node**

Major Transit Stations, Regional Transit Nodes and Proposed Transit Nodes are at key locations to integrate with the town-wide transportation system and to provide a focus for transit-supportive development and facilitate first mile-last mile connections.”

## **APPENDIX B**

### **Changes to the Text of the Livable Oakville Plan**

#### **“28.1 Official Plan**

- 28.1.1 The Town may make amendments to this Plan at any time, or revise it and/or incorporate new objectives, policies and land use designations.
- 28.1.2 *A municipal comprehensive review*, such as the required Official Plan Review, is the only time when the Town may consider the following:
- a) the conversion of *employment areas*.
  - b) modifications to the urban structure as shown on Schedule A1, Urban Structure, of this plan.
- 28.1.3 Urban structure elements as shown on Schedule A1, Urban Structure are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.
- 28.1.4 Detailed land use designations and policies for *development* are found in Part D, Land Use Designations and Policies and on the Land Use Schedules E through K. In the event of a conflict between the boundaries identified on Schedule A1, Urban Structure and the Land Use Schedules E through K, the Land Use Schedules E through K shall prevail.
- 28.1.5 Notwithstanding Section 28.1.2 of this plan, minor modifications to the urban structure, as shown on Schedule A1, Urban Structure, may be considered outside a *municipal comprehensive review* in accordance with the policies of this Plan.
- 28.1.6 At the time of the next comprehensive Official Plan Review, the Town shall consider the requirements of *The Planning Act* and any other relevant matters.
- 28.1.7 Development applications proposing a change in land use that would result in a significant reduction in the number of residents and jobs that could be accommodated on a site shall not be permitted unless considered through a *municipal comprehensive review*.

#### **28.2 Site-Specific Official Plan Amendments**

- 28.2.1 The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.

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- 28.2.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment.
- 28.2.3 Submissions must demonstrate that the proposed amendment:
- a) is consistent with the Town's mission and guiding principles.
  - b) does not undermine the Town's urban structure in terms of:
    - i) directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of existing and planned investment and achieves the planned objectives for these areas;
    - ii) the permanence of natural heritage, open space and cultural heritage; and,
    - iii) the maintenance of the *character* of established residential areas, *employment areas* and major commercial areas.
  - c) is consistent with Provincial, Regional and Town plans for *multi-modal* transportation systems, municipal services, *infrastructure* and public service facilities.
  - d) does not result in adverse fiscal impacts for the Town.
  - e) is an appropriate use for the land.
  - f) is *compatible* with existing and planned surrounding land uses.
  - g) is not more appropriately considered under a *municipal comprehensive review*.
  - h) does not establish an undesirable precedent if approved."
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## APPENDIX C

### Changes to Schedules of the Livable Oakville Plan

